1:Haskins K-4,5 (1952-1954)1956 SO11 Bahia Brazilians SO11

for vehicles to pass from the main highways over the broader trails to the nearby villages in good weather. However, this is rarely attempted except by jeep, and by these only infrequently.

Until the last few years a number of the large usinas in the main sugar cane area have not been connected with the highways. Since jeeps and trucks have become more numerous in the Recôncavo, a number of the big usinas in Santo Amaro are constructing their own outlets to the highway. In recent years the government-owned oil company has been drilling exploratory wells in the cane fields of São Francisco. In conjunction with this enterprise, new roads have been built, and for the first time many plantations of this area have road connections to the highway system.

Most of the traffic on the roads of the Recôncavo consists of trucks and busses--private automobiles generally are found only in the urban areas, since cars are very expensive in Brazil, and the highways are very destructive. A large number of busses connect the outer Recôncavo with Salvador. The best passenger service, and the most expensive, is provided by a major bus line which has a daily run from Salvador to Feira de Santana and back. While this bus line employs large busses, most of the other busses used in the Recôncavo are small. These latter provide connections between the Southwestern Recôncavo and Salvador, and supplement the major Feira de Santana-Salvador service. The runs of many of these smaller busses originate outside the Recôncavo, but they collect and discharge passengers at each cidade. Fares are cheap, considering the cost of vehicles and fuel, but still somewhat more expensive than train travel.

Truck traffic is very heavy on the main highways, especially from Feira de Santana to Salvador. Probably most of the agricultural